

P800811/WO/1

- 9 -

DaimlerChrysler AG

Patent Claims

1. A steering column train for a motor vehicle,
5 having a steering spindle which bears a steering wheel and is connected to a steering shaft, the connection between the steering spindle and the steering shaft being formed by a torque-transmitting joint, and having an axially moveable
10 link element for axial length compensation, the link element comprising at least one coupling member with two parallel axes of rotation, characterized
in that a spigot cross element (17) is coupled to
15 that end of the steering spindle (2) which lies opposite the steering wheel, one axis of the spigot cross element (17) forming an axis of rotation (D_{BU}) of the coupling member (12).
- 20 2. The steering column train as claimed in claim 1, characterized
in that the spigot cross element (17) is mounted in a forked joint (6) which is arranged at that
25 end of the steering spindle (2) which lies opposite the steering wheel.
3. The steering column train as claimed in claim 2, characterized
in that two transverse spigots of the spigot cross
30 element (17) form a transverse bolt (16) of the coupling member (12).
4. The steering column train as claimed in claim 3, characterized
35 in that two longitudinal spigots (18, 19) of the spigot cross element (17) form a pivot axis (A_G) of the forked joint (6).

**REPLACED BY
ART 34 AMDT**

P800811/WO/1

- 10 -

5. The steering column train as claimed in claim 4,
characterized
in that the coupling member (12) comprises two
side plates (13, 14) through which two transverse
bolts (15, 16) pass, the transverse bolts (15, 16)
forming the axes of rotation (D_{BU} , D_{BO}) of the
coupling member (12).
6. The steering column train as claimed in one of
claims 1 to 5,
characterized
in that the steering shaft (3) has a flange (10)
which ends at a distance from the longitudinal
axis (A_{LW}) of the steering shaft (3).
7. The steering column train as claimed in claim 6,
characterized
in that the flange (10) is provided with an
additional mass (20).
8. The steering column train as claimed in claim 7,
characterized
in that the steering shaft (3) is formed with a
corrugated tube section (9).

REPLACED BY
ART 34 AMDT.